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RAIL TRAVEL NEWS

VOL. 8 NO. 1
FIRST ISSUE OF
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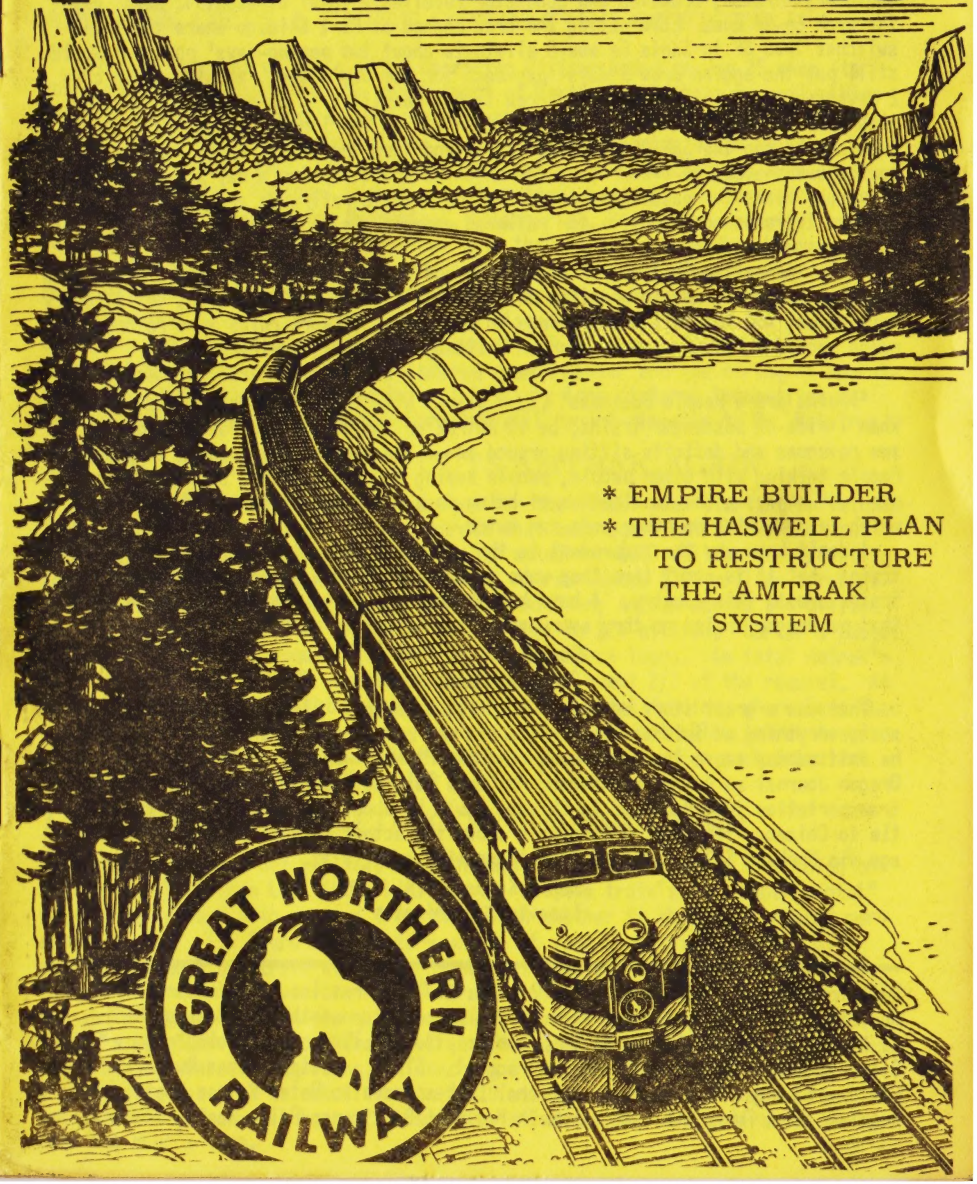
#167



* EMPIRE BUILDER
* THE HASWELL PLAN TO RESTRUCTURE THE AMTRAK SYSTEM

LETTERS

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It is imperative that Amtrak management and rail passenger supporters present to Congress arguments and information on the effects and costs of present inflationary work rules, and the potential savings on each train if work rules were reformed.

Norman Freitag, President, Northern Chapter
Citizens for Rail California, Berkeley, California

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Concord, Massachusetts

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Longview, Washington

Rail Travel News, Vol. 8, No. 1 (Whole No. 167). First Issue of January, 1978.
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Published twice monthly by Message Media, P. O. Box 9007, Berkeley CA 94709. Subscription $9.75 per year; single copy 40¢. Overseas and institutional rates on request. STAFF: Editor: James Russell. Editor-at-Large: Paul Payton. Regional Correspondents: Peter Putnam Bretz, Los Angeles; Jack Ferry, Chicago; Kenneth Maylath, Baltimore; Peter Roehm, Boston.

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URBAN-SUBURBAN TRANSIT

BILEVEL COMMUTER TRAIN on the ICG collided with another in Chicago's downtown Van Buren Street station at the height of the evening rush and a severe blizzard on Jan 26. Over 300 persons were taken to hospitals, with about 5 believed to be seriously injured. A South Chicago train and a Blue Island train were involved.

FREAK AUTO CRASH halted the BART system for 30 minutes at the morning rush hour Jan 23. A speeding auto on Highway 24 west of BART's Lafayette station went out of control and crashed, and the driver's body was catapulted into the side of the 5th car of a 10-car train traveling at 70mph, knocking off the power-collecting device. BART turned off power to the rails while investigating the crash. BART plans to run a toll-free day the week of Jan 30 "as a token of appreciation to the public" which has recently complained about overloaded and delayed BART trains as a result of the AC Transit bus strike. AC Transit drivers voted Jan 27 to end the strike which began Nov 21. Buses were to begin full operation Jan 30.

VALPARAISO COMMUTER LINE has not shut down yet. Conrail said it would continue running it until Mar 31 if the Indiana Public Service Commission would indicate by Jan 26 that it will resume discussions on means for saving the line.

SOUTH SHORE LINE, ordered by the ICC to continue running its commuter service until Feb 8, said late in January it has no intention of dropping the runs then, since progress is being made on efforts to save the service.

NEW LRV CAR in Boston's Arlington Street subway station crashed into the rear of another subway train about 1:30pm Jan 18, injuring about 20 persons. Tracks slippery from rain water were speculated to have led to the accident.

SEPTA TROLLEY CAR struck the rear of another one at an underground Philadelphia station Jan 24 in morning rush hour, injuring about 48, none seriously.

RAIL CANADA

ESQUIMALT AND NANAIMO Railiner service of CP Rail on Vancouver Island resumed on Dec 19 after a 2½-year lapse. The first run was somewhat like a fantrip, with the RDC posing on newly-rebuilt trestles for TV and cameramen. However, the glamour of the event was deadened by the Dec 15 news that the CTC has allowed CP to discontinue the newly-reinstated run Jan 31. The provincial government in mid-January indicated it would fight for the train up to the Supreme Court. It appears likely that the train will be allowed to run while the matter is taken thru the courts. Meanwhile, VIA Rail Canada has issued a red, white and blue schedule card for the train.

AMTRAK'S PACIFIC INTERNATIONAL operations in early January were disrupted by a strike of bridge tenders on the New Westminster railway bridge over the Fraser River, operated by the Canadian federal government. Freight traffic was detoured to the Mission Bridge, operated by the railways. CN's SUPER CONTINENTAL terminated westbound and originated eastbound at Port Mann, south of the river for a few days; then used the Mission Bridge to reach Vancouver via CP Rail tracks.

CP RAIL ANNOUNCED that the 1978 cruise season of the "Princess Patricia" will be the last. CP Rail has received several offers to purchase the Alaska cruise ship. Reservations for many sailings are "going fast".

MONT LAURIER-MONTREAL line of CP Rail effective Jan 28 will see one train on Sundays of 12 100-passenger coaches from Montreal to Ste Agath-Labelle sponsored by Laurentian Regional Development Council--ski trains. Ste Agath is 69 miles, Labelle 106, Mont Laurier 164 from Montreal.

VIA/DOMINION ATLANTIC is promoting passenger service as never before, observers say. Ads are appearing in Nova Scotia newspapers and there was another special excursion rate period on Halifax-Kentville-Yarmouth trains from Oct 30-Dec 31, similar to that run Jun 17 & Sep 26.

FROM "THE BITTER END" TO THE BITTER END ON BOARD THE EMPIRE BUILDER

by Glenn Lee

"There is only one trait that marks the writer. He is always watching. It's a kind of trick of mind and he is born with it"--Morley Callaghan.

Climb aboard as Glenn Lee rides the EMPIRE BUILDER in his fifth annual review of Nos. 7-8, which, with Amtrak funding what it is, could well be the last of the series.

Across the street from the dingy Amtrak station in Pasco, Washington is a bar called "The Bitter End" which from all appearances provides shelter to those expelled from motorcycle gangs for improper conduct. "The Bitter End" sets the pace for the depot area, which is one of the few locations in the Tri-Cities region where one might feel unsafe on the street. It seems to provide a dismal Tennessee Williams-type setting for the decline and current degradation of what only a few years ago was one of the finest passenger trains in the U.S.

Pasco had been cold during the week after Christmas, with 10 inches of snow, and temperatures down to -9° F, and the trains were running late from the east due to the weather. From the west they were late due to rerouting over Milwaukee Road's Snoqualmie Pass Line after closure of the ex-NP line on Stampede Pass because of washouts; and also because of locomotive shortages in Seattle.

On New Year's Day the westbound EMPIRE BUILDER left Pasco at 6:53pm in zero weather. As passengers trudged down an unswept platform liberally covered with snow, large volumes of steam emerged from under the cars, and blown by the slightest of breezes, created weird fantasies as seen under the floodlights strung above the tracks. "This is a scene from Dr. Zhivago" said a young lady to her escort as she boarded a dome coach, en route to a Seattle-area college.

She was, in my mind, incredibly prophetic, as two days later when I traveled on board the EMPIRE BUILDER to Seattle, I realized a little bit of what Dr. Zhivago must have felt on his wintertime train travels in the Soviet Union.

The EMPIRE BUILDER due 12:51pm at Pasco on Jan. 3 had been running over 6 hours late during the morning, and had left Spokane 6hrs 53mins late at 4:53pm. I arrived at the depot at 7:15pm in a slight freezing rain. Earlier in the day I had toyed with the idea of returning to Seattle via Spokane, taking the HIAWATHA from there via Wenatchee to Seattle. I was glad that I had not tried, for I discovered that No. 8, the eastbound train, was 8 hours late. This was because No. 17, the NORTH COAST HIAWATHA due in Seattle 7pm on Jan. 2 had arrived 15 hours late at 10am on Jan. 3, and because of tight locomotive rotations, No. 8 was forced to wait for No. 17's engines to be serviced and refueled.

Thus the Pasco depot was crowded, and frosted with an air of gloom. In my high school days, the only truly positive aspect of the depot was an enormous oil painting replica of great Indian canoes entitled "Off to the Potlatch"; but that one bit of color has been long gone.

At 7:50pm "word" filtered thru the waiting crowd that No. 7, my train, had been delayed about 50 miles north (east) of Pasco at Cunningham by a broken rail, and also by a broken drawbar in a preceeding freight. There was no "word" on when we might expect No. 7 to arrive. At 8:15pm the waiting crowd was told that eastbound No. 8 would arrive 9-9:30pm. Soon after, I talked with a couple from Hermiston, Oregon, who had driven thru the snowy, freezy night to retrieve relatives from No. 8. This same couple had also waited many hours the evening of Dec. 27-28 when No. 7, on which they were placing relatives, was 14 hours late, and they had few kind words for Amtrak.

I stepped outside in the 20-degree cold and soon got more information from a freight trainman. He had heard about 8:45 that No. 7 was delayed by at least four broken rails; and that the rails were becoming brittle in the very cold weather. He also said that BN should slow down both the freights and the passenger trains to reduce the chance of breaking rails, and thus also possible pileups. He said this was not being done because "everything is so late." He said this policy only meant more broken rails coming up,

and that going over one "really sounds bad." He said all the roadmasters were out in hi-railers looking for more damage.

About this time word passed thru the fatigued crowd that No. 7 was "by" Connell, which meant a 30-40 min wait. At 9:07 it was announced on the depot P.A. system that No. 8 eastbound would arrive about 9:40pm. The positive aspect of the situation continued to be the grace and good nature of the Amtrak station employees, which helped smooth over ruffled feathers as they appeared.

No. 7 rolled in at 9:15pm, pushing snow from Track 1 to the cleared depot platform with the locomotive pilot. The consist was engines 238 & 245, a BN heater car, ex-E unit heater car 673, and cars 2260 "Placid Bay", 2662 "Silver Prairie", 2677 "Silver Basin", 8045, dome 9812 "Silver Chalet", 4552, dome 9467, dome 9461, 4892, dome 9480, 1252, and 1118.

About 30 passengers moved to the platform in a quest for seats. Direction was lacking, and when one passenger on board asked down a vestibule to the porter for directions to a seat, she received a curt reply; and moments later the porter turned aside to a friend and said: "I ain't takin' no s--t from no passengers!"

I was fortunate to board the rear coach, and found a most helpful and attentive porter who was taking very good care of his own passengers, much to my relief. After the baggage was worked, it was "all aboard" and moving west at 9:39pm, with guesses made by various passengers and crew as to what time we would arrive Seattle, which is a normal 6-hour run.

Only moments after No. 7 was moving, the freezing rain which had been intermittent became noticeably heavier, and as we passed thru Kennewick the forward dome windows were covered with ice. I had hoped to see No. 8 eastbound either at Pasco or Kennewick, and noted at 9:54pm that No. 8 was in the siding at Vista, in the Kennewick Highlands seven miles west of Pasco, where the two trains were carded in the employees timetable to meet at 1:22pm. Each train was thus 8hrs 32mins late! An unusual bit of symmetry for the Amtrak delay sheets, I thought, while estimating that No. 8 would reach Pasco about 10:15pm.

At 10:02pm we stopped at Badger siding,

in the "desert" country in Badger Canyon. At 10:07pm we moved once again. It was difficult for some trainmen to ascertain the cause of delays, as the train radios they carried did not contain functioning batteries.

As the train wound along the Yakima River west of Kiona, the strobe lights on the F40 lead locomotive became increasingly annoying; and seemed to indicate that strobe-light salesmen were now as aggressive at Amtrak as the Lexan salesmen once had been. The annoying strobe lights (which are not shielded at the rear as they should be to keep the flashes from directly reaching passengers) represent to me a type of flatulency which goes in "big" for "thingy" devices--and usually at the expense of improvements of a more substantive nature.

My thoughts wandered to the Budd stainless-steel dome car in which I was riding. There can be no question that the dome design is one of the finest achievements of modern American industrial design. The cavalier treatment which the dome cars are receiving seems to typify the disease of bureaucracies when they become too detached from the "field" in which they are operating. And I could not help but conclude, as I watched the train snake west, that each dome car retired is only another nail in the coffin of the present Amtrak administration.

At 10:34pm we slowed for the new Interstate 182 underpass being built east of Prosser WA. The new freeway is being built on some of the richest agricultural soil in the world.
ists continue to fight this unnecessary highway on strictly legal grounds; but one cannot help but applaud them when they say that many thousands of acres of highly productive farmland are being removed at a moment in history when the number of people who need to eat is not declining.

Due thru Prosser at 1:59pm, we passed the depot at 10:36pm, 8 hrs 37 mins late. The train was quiet now, with lights off in most coaches, and the few "night owls" congregating in dome lounge "Silver Chalet." West of Prosser it's fast track, and I enjoyed sitting back and watching us overtake autos on the adjacent highway, at low temperatures, and where the train should have great advantage, especially when the highways are slick, as they were tonight.

At 10:49pm, west of Mabton, arose another mysterious delay, such as we had at Badger, and of the kind which would plague the train throughout the night. I guessed that we were getting "red blocks" due to failure of the block signal system components in the cold weather. At 10:55, another stop. Autos on the nearby highway which we had earlier left behind passed cautiously. At 11:14pm we were returning to speed to roll thru Toppenish, where we were due at 2:26pm. We were now 8hrs 48mins late.

Due at Yakima at 2:53pm, we arrived 11:35pm. Despite the delay, a large crowd waited on the platform. I could not understand why this group of faithful intending passengers had not bailed out and "gone bus" when they had heard of the delay. I was later to discover that there were no buses tonight. At 11:54 the busy bustle on the platform had subsided, and we were underway.

Passengers boarding at Yakima created a general stir in my coach, and conversation accelerated as we proceeded thru the twists and turns of the Yakima River canyon to Ellensburg. Passengers said that our train had been 5 1/2 hrs late at Fargo and had held that state of delay until near Glacier Park, when more delays were encountered. The big problem had been a freight derailment east of Minneapolis which caused Amtrak to bus passengers around the pileup from one consist to the other, with over 300 moved in one direction, and the delayed sets of equipment turned. Conversation at this time also remarked that the diner and the bar were running out of staples ranging from milk to gin, and that it looked like a dull night ahead for the "wet set." Before we arrived in Ellensburg, a trainman estimated that Seattle arrival would be 4:30am. Arrival at Ellensburg was 12:38am and departure 12:41am--8 hrs 36 mins late.

The sky, cloudy the entire distance from Pasco, now cleared and stars shown exceptionally brightly in the cold air. A few passengers had difficulty in spotting the Big Dipper, as it was standing straight on end. To the south, across the Yakima River and the parallel Milwaukee Road tracks, I looked up a small side canyon and at the upper end spotted a big semi-circular glow, looking almost exactly like the advertisements for the movie "Close Encounters of the Third Kind." If UFO's were going to take an interest in No. 7 tonight, they probably would be attracted by the pulsating strobe lights on the F40's, I mused.

We arrived at Cle Elum at 1:15am (and had been due 4:33pm) and slowed to a half-walk but never quite stopped to pick up the Milwaukee Road crew which was to pilot our EMPIRE BUILDER over the Milwaukee line from Easton, as the BN (ex-NP) Stampede Pass was washed out, would be closed for many months, and possibly abandoned. The snow was deep in Cle Elum as we picked up speed, only within minutes to encounter another series of red blocks and the consequent series of stops, starts, and seemingly interminable delay.

The distance from Cle Elum is 12.8 miles, and the running time is about 14 minutes. At 2:08am we stopped near the Easton "crossover" or "transfer" track connecting BN with Milwaukee Road. We had stopped at least four times in this 12-mile stretch, and had obtained good views of highway snowplows working on adjacent I-90. At Easton the snowfall increased and began making "pitter" noises on the roof of the dome.

After more stops and starts, we arrived at the site of the now-torn-down Milwaukee Road depot, and at 2:25am moved west into the storm (schedule time was 4:48pm). For me, this was the first ride as a passenger on the Milwaukee's Snoqualmie Pass route since mid-December, 1960, when I had ridden the Skytop observation eastbound from Tacoma thru Seattle to Othello; and there was a bit of remembering to do in the darkened dome as we clunked over the Milwaukee track toward the pass.

The Milwaukee Road remains an anomaly in the Pacific Northwest. Cost

overruns are not something new in our times. In 1900, construction cost of the "Puget Sound extension" of the Milwaukee were estimated about $60 million, but the total bill reached almost $257 million. It was a good job. Milwaukee alignment and curvature is so superior to other railroads that with good track Milwaukee schedules between Seattle and Chicago could not be matched. But Milwaukee never has had much business. In the early 1960s I would watch the lone daily westbound freight leave Othello with 35 cars.

A friend once had asked a Milwaukee trainman a question about the "main line." The reply was prefaced by the salty reply: "Main line! Don't call this a main line, sonny! This is the world's longest branch!" Others have called the Seattle route the "Unsound Puget Extension." Track had remained good thru 1960 when the OLYMPIAN HIAWATHA schedule required 70-80mph speeds. After that, maintenance eased up, but the low freight tonnage put little strain on the track plant. With the BN merger opening more sources of revenue in 1970, Milwaukee freight schedules increased to 4-5 trains per day each way, and destruction of the track began almost immediately. Now the track is in only fair to poor condition, and the old 57-hour "Thunderhawk" fast Seattle-Chicago freight schedules are 75 hours or more.

Thus as we bumped and swayed a bit west of Easton, I hoped that all would be going well, and had been assured that it would by friends who claimed Milwaukee had taken better care of the track in the mountain districts than elsewhere.

At 2:51am we reached Lake Keechelus, where the line hugs the south (west) shore of the lake, protected in several locations by long snowsheds. Across the lake, thru the falling snow, could be seen a long line of stalled autos and trucks. A crewman said they were trapped by a series of avalanches and snowslides which had closed the pass at 6pm. The white death flying by night! I was glad to be on board the train, and felt sympathy for those trapped on I-90, whose only hope was in the small fleet of highway equipment clearing the pavement, foot by foot. (Seattle newspapers next

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day carried the frightening story of one motorist who when stalled by a slide in progress in front of his car, walked forward for a closer look only to be struck by a second slide.) The slides, of course, meant no Greyhound bus service at all.

At 3:04am we reached Hyak, near the east portal of the Snoqualmie Pass Tunnel, where an eastbound freight was in the siding. At 3:11 we came to a halt; and at 3:15 moved forward again. I noted the monstrous red brick structure which once had served as the Milwaukee's Hyak substation. A crewman said the highway department plans to use the building for salt storage. At 3:18 we moved thru a tableau of snow to the east portal, with the boughs of many evergreens surrounding us, weighted down to resemble so many pale feather-dusters, standing in the night like druids of old. And then, with a muffle of train noises, into the 11,888-foot tunnel we went. The speed limit is 20mph.

Milwaukee had a difficult time building the tunnel, and for a short time operated via the highway summit, about 450ft higher in elevation, and 4-5 miles longer in route length. The tunnel seems somewhat futile to me, as it connects with the "cliff-hanging" line for many miles west of the pass. The best cross-Cascades tunnel in Washington was unfortunately not built. This was the proposed 5-mile tunnel of Northern Pacific's in the 1920s under Stampede Pass.

We emerged at Rockdale at the west portal at 3:27am and began dropping down the 1.74% grade toward Cedar Falls, 19 miles distant. The former 35 mph speed limit for passenger trains has been cut to 25mph due to elimination of superelevation on curves. This was necessary because the new 100-ton grain cars were chewing up the lower (inner) rails on the curves very badly before the change was made. It is now better track but it is much slower for the passengers.

Hundreds of feet below us, more stalled trucks and highway snowplows could be seen on I-90. At 3:40am we crossed the Hanson Creek Bridge which is some 365 feet above the creek and one of the many spectacular steel structures on the line. At 3:52am we were around "McClellan's Butte", which is about the halfway point on the line. This was only 7 minutes after the BN crew, called for duty at 3:45pm in Spokane the previous afternoon, went "dead" due to the Hours of Service law. Technically, the train was now fully in the hands of Milwaukee personnel.

At 4:04am the lights of North Bend could be seen below in the distance. Due to warmer weather, the ice on the forward dome windows began to melt. At 4:15am we stopped in Cedar Falls, where a taxi from Seattle had brought a fresh BN crew to bring the train into Seattle, and to rescue the "dead" crew from Spokane. Probably this extra expense will be borne by Amtrak, and will be reflected in the profit-&-loss statement for Nos. 7-8 in the coming year.

It's raining heavily now, and at 5:06 am we reach Maple Valley. This marks our return to BN track. The line between Maple Valley and Seattle (Argo, 3 miles south of the Seattle depot) is former Pacific Coast trackage, over which the Milwaukee has operated since 1909 to reach the Puget Sound lowlands. The Pacific Coast was the fourth railroad participating in the BN merger, having been owned by GN since the early 1900s, but always retaining its separate corporate identity. (The SP&S was leased immediately after the BN merger for tax purposes and was not a party to the merger.)

BN has not maintained the "Pacific Coast" track to its former standards either; and No. 7 bumped along this former 60-70mph track at a leisurely 25mph. At 5:33am we entered Houser Way South, one of the main streets of downtown Renton, and moved leisurely along to Black River Junction, where a connection with the main high-speed BN tracks is possible.

At 5:49am, some 49 minutes before our arrival in Seattle, the dome lights were turned on. When I asked the lady BN trainman why, and if she could turn them off, I received a somewhat lippy reply: "Federal regulations require that I turn the lights on." Obviously this is bad public relations, as passengers do not need 49 minutes to prepare to leave the train, especially when they are 10 1/2 hours late. The people waking up were saying: "Only Renton? I could walk this fast from Spokane! Never again!"

At Black River Junction we did not cross over to the fast BN track, but rather proceeded up the 25mph Pacific Coast track, once electrified, where the steel center-tower catenary supports are still in place. Traffic whizzed by rapidly on parallel I-5. There is a certain degree of confusion as to why these tracks have not been torn up, as 4 of the 5 tracks in this zone are BN, and the two ex-Pacific Coast tracks do not seem necessary at all.

We arrived at Argo at 6:14am and commenced to back thru the interlocking to the northbound BN main line--a 6-min process completed at 6:20. One trainman conjectured that the PC tracks are being used because BN brass are still shaking after a head-on collision between two BN freights last Oct. 9 near Black River; and preferred not to expose the passenger train to a potential wreck caused by inattentive freight crews, who might be drinking or smoking pot on duty.

For a brief few moments, No. 7 picked up speed, and then slowed again near the coach yard prior to arrival. Alongside, equipment for eastbound No. 18, the NORTH COAST HIAWATHA, was being pulled from the yard to the depot. At 6:32am the long journey was over, and passengers began leaving the train, many saying "never again." (We had been scheduled to arrive at 7:55pm the previous evening.)

Tacoma passengers had not been met by bus, and were being directed to the 7:15am departure of the PIONEER. This is perhaps beneficial and "failsafe" for Amtrak, because on the previous day, passengers awaiting the connecting bus at East Auburn stood from 7:30am to 1:30pm, patiently waiting, waiting, waiting, with no depot in which to sit, for their bus link to Renton to board No. 8.

This was the Bitter End--my worst ride ever on the EMPIRE BUILDER, and a far cry from the days when the wife of a friend, after a cross-country trip in orange and olive cars, had said of the train: "The Great Northern is the route to heaven!"

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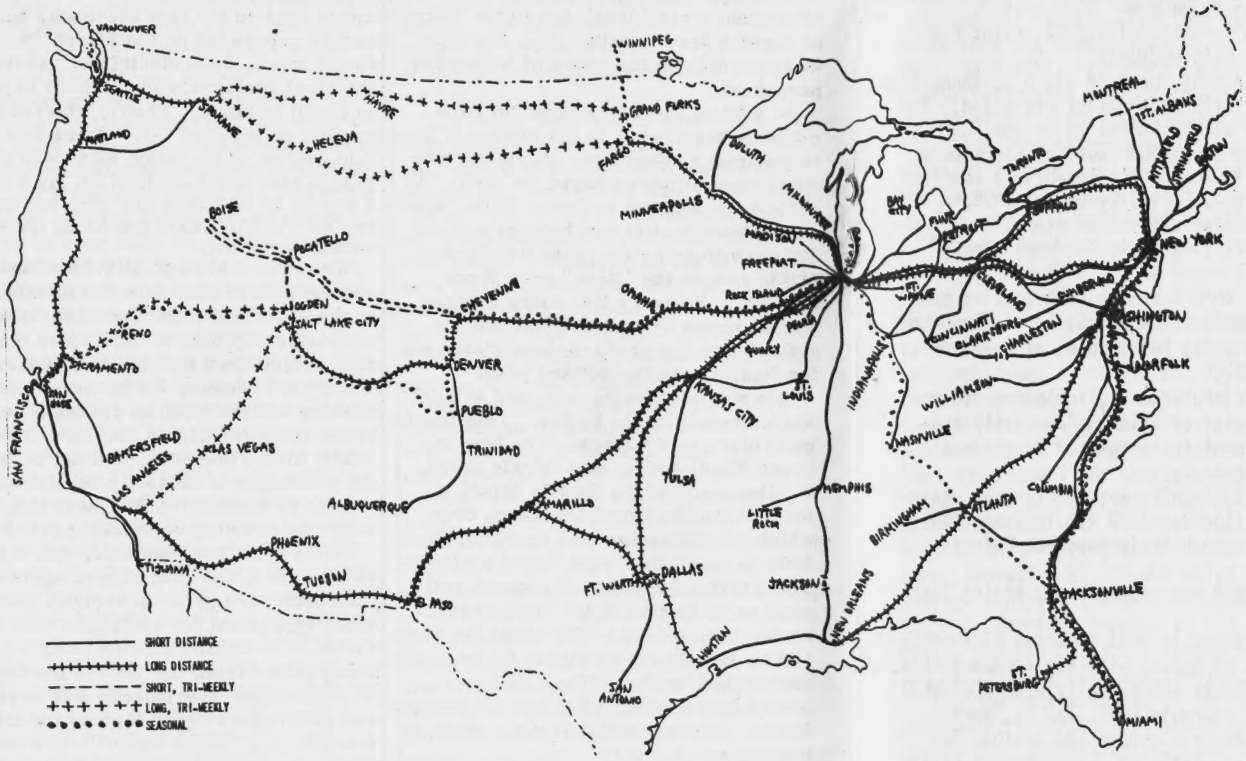
THE HASWELL PLAN TO RESTRUCTURE THE AMTRAK SYSTEM



(MAP AT LEFT:) The Amtrak system map under Haswell's primary plan. Haswell also makes three variations of this plan, all of which involve various changes in the Western and Southwestern trains, with no other changes in the Eastern half of the nation.

Haswell's "basic concepts" that underlie his planning are as follows: "First, the trains should be routed where the most people are and to the places where the most people want to go." "Second, less emphasis should be placed on overnight and long distance trains and more emphasis on short-to-medium distance day trains. Long distance trains have three drawbacks for serving intermediate points: arrival and departure times are often in the middle of the night or are otherwise inconvenient; the longer distance a train operates, the more chance there is for delay and hence the less dependable the service is; and long distance trains are inherently expensive to operate because of the large amount of non-revenue space and on-board services labor necessary to attract long distance riders." "Third, long distance service that continues to be operated should be expanded and contracted in accordance with seasonal demand. The major market for long distance trains is tourists and vacationers, who travel west in the summer and south in the winter."

Amtrak Board of Directors nominee Anthony Haswell of Chicago--who of course was the noted founder of the National Association of Railroad Passengers--during the last few weeks has submitted to the Department of Transportation and Amtrak a strikingly radical plan for altering the Amtrak system map and the characteristics of much of its rail service.

We are summarizing his plan here in an attempt to make available as much of the essence of his recommendations as possible in the space available.

Haswell envisions his plan as being adopted in whole or in part under the Congressionally-mandated study of the Amtrak system with an eye to economy that is to be completed by March 1 and sent to Congress.

Initial reactions to the plan by rail supporters from various corners of the nation have been strong. Some have been violently opposed to plans which would eliminate train service in their parts of the country. Some have praised innovative, positive route alterations in some areas. Others have reacted negatively to some of Haswell's basic concepts which underly his proposals. Whatever one's reaction to it, the plan must be taken very seriously, coming from an influential and highly respected rail supporter who was heavily involved in the design of the original Amtrak system and organization.

Besides these basic concepts, Haswell mentions two "basic premises" which influence his thinking: "Amtrak should make a reasonable effort to provide service to the major population centers of all the states, and second, problems which may arise concerning management and labor resistance to the use of combinations of different rail lines, or of any given rail line, should not be grounds for not selecting the route unless an alternative route will provide equal public benefits."

ROUTE RECOMMENDATIONS UNDER PLAN ONE:

**NY-Albany-Buffalo: No route changes; speed up schedules.

**NY-Montreal: Discontinue MONTREALER; speed up ADIRONDACK; run NY-St. Albans day train.

**Northeast Corridor: Run at least 2 roundtrips Boston-NY via Inland Route. Run the "200"-series Phila.-NY trains out of Philadelphia's Suburban Station.

**NY-Newport News: No route changes; speed up schedule.

**Boston-Albany-Chicago: Discontinue LAKE SHORE LIMITED's Boston section; run Boston-Pittsfield train; run connecting bus from LAKE SHORE Albany-Pittsfield.

**NY-Chicago: Reroute & reschedule BROADWAY via Youngstown, Cleveland & Toledo. Reschedule LAKE SHORE to run in daylight across New York state. Consolidate LAKE

SHORE with one pair of present Buffalo-NY trains. Speed up schedules. Run BROADWAY into 30th St. Station in Philadelphia, make D.C. connections there instead of Harrisburg. Run connecting train from LAKE SHORE Cleveland-Pittsburgh, with thru cars Chicago-Pittsburgh, connecting at Pittsburgh with NATIONAL LTD for NY. Run Pittsburgh-D.C. train via Cumberland, meeting LAKE SHORE connection at Pittsburgh. Run Ft. Wayne-Chicago train; bus connection Canton to BROADWAY both ways.

**Detroit-NY: Discontinue NIAGARA RAINBOW; run Toronto-Buffalo-NY train; run Pontiac-Detroit-Toledo train connecting at Toledo with BROADWAY.

**NY-Kansas City: Discontinue NATIONAL Pittsburgh-St. Louis & its D.C. connection. Run Cleveland-Columbus-Dayton-Cincinnati, connect with BROADWAY at Cleveland. Run Pontiac-Detroit-Toledo-Lima-Indianapolis, connect with BROADWAY at Toledo.

**SHENANDOAH, CARDINAL, HILLTOPPER: Discontinue SHENANDOAH west of Clarksburg; divide CARDINAL at Charleston & run separate day trains Charleston-D.C. & Charleston-Chicago; run HILLTOPPER as day train Williamson-D.C. via Lynchburg & SR.

**Chicago-Detroit: Run all trains to & from Pontiac with added stops.

**Chicago-Port Huron: discontinue Port Huron-Flint segment; run north from Flint to Saginaw-Bay City.

**NY-Florida: Run one train in off-season, with thru cars for both coasts; run separate sections all the way in winter; run Columbia-Raleigh-D.C. day train; run on Florida East Coast Jacksonville-Miami; terminate St. Pete trains at Tampa or Sarasota, with bus to Clearwater and St. Petersburg.

**NY-New Orleans: Run entire SOUTHERN CRESCENT thru from NY, including diner; run daily to New Orleans via Montgomery & Mobile west of Atlanta; run daily connecting train Atlanta-Birmingham; discontinue present train west of Birmingham; run bus connection Birmingham-Montgomery for New Orleans.

**Chicago-Florida: Suspend FLORIDIAN temporarily; run it tri-weekly next winter via Nashville-Chattanooga-Atlanta, and daily starting Dec 1979 via Indianapolis-Cincinnati-Chattanooga etc.; run Atlanta-Macon-Savannah train now; run Detroit-Indianapolis-Louisville-Nashville train now.

**Chicago-New Orleans: Divide PANAMA at Jackson & run separate day trains Jackson-Chicago and Jackson-New Orleans.

**Chicago-St. Louis: Run via East St. Louis, extend to west suburban Kirkwood.

**SOUTHWEST TRAINS: Reroute SOUTHWEST LTD west of Kansas City via Topeka-Wichita-Amarillo-Vaughn-El Paso-Tucson-Phoenix; consolidate SUNSET daily with SOUTHWEST L.A.-El Paso-Amarillo; run thru cars L.A.-Dallas; re-route LONE STAR Ft. Worth-Dallas-Houston using SP; discontinue INTER-AMERICAN; run connecting trains: New Orleans-Houston; San Antonio-Ft. Worth; Tulsa-Kansas City; St. Louis-Kansas City; Albuquerque-Denver; Little Rock-Memphis.

**Chicago-Peoria: run via Chillicothe on Santa Fe-Rock Island route.

**Chicago-Quad Cities: run Chicago-CNW-Agnew-BN-Quad Cities.

**Chicago-Dubuque: discontinue Freeport-Dubuque segment; run on Milwaukee Road between Genoa and Chicago.

**Trains thru Utah: Reroute SAN FRANCISCO ZEPHYR between Lincoln & Denver via Grand Island & Cheyenne; reschedule SFZ to arr Denver 7am w.b., lv 9:15pm e.b.; consolidate SFZ & RIO GRANDE ZEPHYR on DRGW & run daily on present RGZ schedule; west of Salt Lake, run on alternate days--one day to Reno & Oakland, next to Las Vegas & L.A.; discontinue PIONEER west of Boise; on days SFZ runs to L.A., run PIONEER Boise-Salt Lake, making L.A. connection; on alternate days, run PIONEER Boise-Cheyenne; in summer run SFZ to Oakland daily, but on alternate days route it via DRGW's Royal Gorge route and Pueblo, and run thru cars Chicago Boise for Yellowstone & Sun Valley traffic.

**Chicago-Milwaukee: shift from Milwaukee Road to CNW line.

**Chicago-Minneapolis: run on CNW Chicago-Milwaukee; run summer train Chicago-Winnipeg to connect with Canadian transcontinental service.

**Chicago-Madison: operate via CNW Clinton-Janesville.

**Chicago-Seattle: run both trains on former NP route Minneapolis-Fargo on

(continued on page 18)

COPING WITH THE THREAT TO THE MONTREALER

An immediate furor was raised in New England when Amtrak Board nominee Anthony Haswell's plan to discontinue the New York-Montreal MONTREALER became known.

Under the Haswell plan, the overnight MONTREALER would be replaced by a day train thru the Connecticut River Valley that would run only to St. Albans, Vermont, just 111 miles short of its present Canadian end point. So great was the dismay in Vermont over the news of the plan that the state Governor and two-thirds of the state legislature agreed to withhold support of the nomination of Haswell to the Amtrak Board. The MONTREALER is the only Amtrak service in the state of Vermont, and as RTN readers know, was initiated after great efforts on the part of Vermont citizens, including present Amtrak Board member Joseph V. MacDonald, who is a native of St. Albans.

MacDonald, who has not been reappointed by President Carter to the Board, this month wrote a rebuttal to Haswell on his plan for the MONTREALER. Said MacDonald: "I am quite dismayed that such a prominent supporter of rail passenger service as Mr. Haswell would make a recommendation on so serious a matter without having seen ridership figures for passengers north of Springfield. These figures have been published since Oct 28, 1977. He is quoted (in the Burlington Free Press, Dec 25) as suggesting an end to the service based on total figures for the Washington-New York-Montreal run. These latter figures, of course, include the short-distance local Northeast Corridor traffic between Springfield and Washington, and distort any comparison of the routes north of Springfield and Albany."

The ridership of the MONTREALER should be examined, and compared with the ADIRONDACK and with other Amtrak trains, MacDonald stated: "The MONTREALER segment north of Springfield in the 9 months Jan-Sep 1977 generated 88,000 passengers, traveling 33,928,000 miles for an average trip length of 388 miles, and an average contribution of 202 passenger miles per train mile. (This compares with the N.E. Corridor average of 157 PM/TM, the Short Distance Routes average of 85 PM/TM, the Long Distance Routes average of 146 PM/TM, and the System average of 136 PM/TM. The BROADWAY LIMITED, to pick an example, generates 168 PM/TM)."

The top Amtrak trains in terms of passenger miles per train mile are these, in descending order: NY-Philadelphia trains 315; COAST STARLIGHT 252; NY-Florida trains 214; MONTREALER 202; SOUTHWEST LIMITED 200. Thus the MONTREALER ranks among the top four in the system. (Figures for the first 9 months of 1977.)

Comparing the MONTREALER with its parallel route, that of the ADIRONDACK, MacDonald pointed out that in the same time period the ADIRONDACK generated 60,000 passengers, traveling 16,245,000 miles, for an average trip length of 271 miles, and an average contribution of 123 passenger miles per train mile. Ridership of the ADIRONDACK in that 9-month period increased 62% over the 1976 period by dint of promotional roundtrips (one-way fare plus $1) and re-equipping of the train with brand new Turboliners. At the same time, the MONTREALER gained 6% in ridership without such market stimulation. MacDonald notes ironically that the promotional advertising was even printed on the cover of the MONTREALER's dining car menus!

Why does MacDonald emphasize passenger miles per train mile? He says: "Thru the 150 years of railroad operation, passenger miles generated per train mile has been an important indicator of the strength of a train or route. It is a common denominator, bringing into focus the effects of the numbers of passengers, the miles they travel, and the train operating effort put forth to provide that transportation. A relatively high PM/TM ratio is evidence of a relatively healthy train; conversely, a low PM/TM ratio reveals a train that appears undernourished in terms of patronage, and calls for management attention to the possibilities of improving the underlying situation."

In Fiscal 1978 Amtrak projects a fully allocated deficit of $3,672,000 for the ADIRONDACK and $14,599,000 for the MONTREALER.

Mixed Train of Thoughts

THE STARTUP DATE of Amtrak's sixth SAN DIEGAN--which is the Los Angeles County sponsored EL CAMINO "commuter" train that has been the subject of long dispute--has been set for Feb 14. The first official run will leave San Diego at 5:45am that date; however, the equipment will be run to San Diego as SAN DIEGAN 772 on Feb 13, and the cars will be on display at L.A. station Feb 9 thru 11 and at San Diego the afternoon of Feb 13. The refurbished cars are, of course, an ex-CALIFORNIA ZEPHYR dome lounge observation, 5 coach lounges and one buffet lounge. The shakedown run of the cars was reported in detail in RTN (Second November 1976).....

A NATIONAL TIMETABLE dated Jan 8 will appear, as reported earlier. Amtrak said that distribution of the schedule would begin Jan 30..... THE EMPIRE BUILDER will be leaving Seattle earlier starting Mar 1--at 7am, to allow for extra time needed on the new Milwaukee Road re-routing. Tacoma passengers will be bused into Seattle instead of the present Renton, where there was a lack of waiting facilities..

THE WINTER WEATHER continues to create mammoth transportation problems. The East Coast was hit by the heaviest snowfall in 9 years on Jan 20, and New York City was virtually paralyzed. On that date a 4-car Conrail freight derailment occurred in the Baltimore tunnel (the scene of previous derailments that knocked out Amtrak service) and Corridor operations were closed down south of there, with passengers bused from Baltimore to Washington. The closure was from 8am-2pm. The Long Island Rail Road closed down operations during the storm, but got the rails cleared of the 18-inch snowfall as far as Penn Station the next day and began sporadic operation. Many highways were completely blocked and vehicles stranded..... STATE OF EMERGENCY was declared in Ohio in the wake of a "killer" storm that began Jan 26, paralyzing the Midwest, the Great Lakes and the Ohio Valley with winds up to 103mph and nearly two feet of snow that piled up drifts up to 12 feet high in some locations. Rain and high winds struck coastal areas as far south as Florida, and floods were reported imminent. O'Hare International Airport in Chicago closed down for the third time in its history Jan 26. Amtrak trains crossing the hardest-hit areas were in many cases delayed or annulled. On the 26th the westbound BROADWAY was terminated at Canton OH and the LAKE SHORE at Buffalo NY. The eastbound BROADWAY and LAKE SHORE, the CARDINAL and the BLUE WATER were annulled. The northbound PANAMA LIMITED was scheduled to reach Chicago at 3:30pm, about 4½ hrs late. Highway traffic was at a standstill in the affected area. The BROADWAY that was halted at Canton was backed to Pittsburgh. The westbound LAKE SHORE managed to get thru to Chicago. Short distance trains in the Chicago area were generally running. The FLORIDIAN that left Chicago on Jan 25 became trapped in snowdrifts at Roachdale IN, 33 miles west of Indianapolis, in the wee hours of the 26th. The train, with 2 engines and 7 cars, encountered snow drifts as high as the locomotives. Rescue locomotives were sent from Louisville but could not free the train, which in a situation reminiscent of the CITY OF SAN FRANCISCO's plight in the Sierra in 1952, was found to be frozen to the rails. The rescue locomotives returned to Bainbridge IN, where sheriffs deputies boarded them and rode to the scene and hand-shoveled the snow away in order to free the 47 passengers, who were removed thru the locomotives. They had remained in one car which still had heat in it, and they had sufficient food. The rescuers arrived at 1am on the 27th, at which time the passengers had been aboard the FLORIDIAN for 30 hours since leaving Chicago. The Jan 20-22 blizzard apparently caused 3 other Conrail freight derailments: one at Port Jervis NY on the former Erie Main Line occurred after the two Hoboken-Port Jervis commuter trains had passed; one at Homestead PA, near Pittsburgh, and a third near Mountain View NJ on the 22nd, on the Conrail Greenwood Lake-Boonton Line from Hoboken to Dover.

The derailed cars were cleared away in less than 24 hours, so the commuter trains of the 23rd were unaffected. In the same storm, Boston streets became impassable, and most commuters relied on public transportation.....

IN MID-JANUARY, heavy rains were washing Northern California, finally ending the two year-long drought. The COAST STARLIGHT was disrupted or delayed on several occasions by rainfall and mudslides. Along the SAN DIEGAN line, pounding surf has washed out the beach to as close as 8 feet to the Santa Fe tracks near Del Mar.....

CN'S SUPER CONTINENTAL was bucking a heavy snowstorm as it left Vancouver Jan 3. It was stopped at 6:30am the next morning when an axle on an engine broke, derailing the unit. The train was hauled over to CP Rail tracks to Kamloops to continue on its journey. Movement of the train took 23½ hours, however, because the snow hampered the movement of equipment. CN people called it the heaviest snowstorm in years in the area. About 100 were aboard the affected SUPER. British Columbia Railway was affected by the same storm. Late on Jan 4 a BCR Railiner was stalled by heavy snow about 95 miles north of Vancouver. By midnight a snow plow had helped the RDC to move to Lillooet, where the passengers were bused to Prince George. There were 25 aboard the RDC. At the same time, an RDC leaving Lillooet that night reached North Vancouver the morning of the 5th, taking 12 hours for the regular 5-hour run. The Trans-Canada Highway was blocked by slides at various points in British Columbia.....

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THE NORTHBOUND FLORIDIAN derailed near Ellettsville IN the morning of Jan 15. All 8 cars of the train, at 40mph, derailed, and 15 of the 55 people aboard were injured, with only one of them admitted to a hospital, in satisfactory condition. Passengers were bused on to Chicago. The southbound train was delayed 4 hours by the derailment wreckage..... NORTHBOUND SILVER METEOR derailed its engine (#637) and baggage car (#1302) Jan 18 at 26th Avenue while leaving Miami. There were no injuries. It was delayed 2½ hours and continued with a new engine. On the same day, in the same city, the SILVER STAR was being pulled back to the yard, and 3 coaches derailed at 12th Avenue. No passengers were aboard and no rail blockage occurred..... EASTBOUND SOUTHWEST LIMITED on Jan 19 derailed its rear 4 cars, which were removed at Holly CO, 5 miles from the Kansas border. The train, only 10 mins late at the time of the derailment, arrived Kansas City 3hrs 45mins late on the 20th. The derailed cars were 2642 "Pacific Waves", dome 9201 "Starlight Dome", baggage 1031 destined for K.C., and dorm 1501 "San Marcial" deadheading to Newton KS for the Topeka Shops. The remaining consist of the train was engines 521 & 518; deadhead dorm 1418, baggage 1051, dorm 9993, coach 9912, lounge 9975, diner 9985, coach 9908, and sleeper 2215 "Indian Maid".....

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NEW ELECTRIC LOCOMOTIVES to replace the GG-1 units were ordered from General Motors on Jan 16. Amtrak signed a contract for a first order of 8 locomotives at a cost of $22 million. Amtrak wants a total of 30, to cost $77.9 million. Funding for the entire program is not available in Fiscal 1978, and Amtrak's request for the remaining $55.8 million appears in its Fiscal 1979 which the White House has cut. The locomotives are based on the Swedish ASEA Rc4a engine tested last winter. GM's EMD division is licensee in the U.S. for the Swedish engines. The GM product, however, will be faster and more powerful than the ASEA engine, having horsepower at the rail of 8400 short term and 6100 continuous. The first unit is due for delivery in Dec 1979. Exterior design of the engines differs from the Swedish product, being more similar to the GE E60 units, but with larger and lower windshields. Engines will have 2 cabs, as in the GG-1, for operation in either direction. The 4-axle units have a design speed of 125mph.....

SINCE THE FLIPPING of the schedule of the FLORIDIAN Jan 8, the consist of the Miami section (#93-94) has been a full diner, one coach (usually a dome), and a baggage-dorm car. It picks up a sleeper, full lounge, and another coach (usually a dome) at Jacksonville from the St. Pete section. Observers say traffic is heavy enough to warrant a Miami sleeper and extra coach, and that advertising would add enough traffic to triple the consist. The consist of the first flipped

southbound FLORIDIAN seen at Sanford FL Jan 10 was: engine 649; cars 3329 snack lounge, dome coach 9500 "Silver Bluff", coach 4563, and duplex roomette-bedroom sleeper 2537 "Wren". Train was 2 hours late.....

LAKE SHORE LIMITED'S missing 12.6 miles of line between Post Road and Rensselaer NY will be reconstructed with $4.1 million of capital funds earmarked for that purpose by Congress. Amtrak's board of directors approved the work Jan 25, provided that the LAKE SHORE route is included in the basic system in the special DOT report coming up soon. Restoring the trackage will cut the LSL's schedule by 32 minutes, Amtrak said..... THE REBUILDING OF four FL9 engines having 3rd-rail capability was approved by the Amtrak board Jan 25--at a cost of $2.1 million.....

SOME AMTRAK PROMOTIONS: Art Lloyd and Bob Casey have been made Regional Directors of Public Affairs..... THE DAY OF the big Eastern storm, Jan 20, about 40% of the employees in Amtrak's big Philadelphia reservations bureau did not show up for work, and many calls had to be shunted to other offices, such as Chicago. The BROADWAY and LAKE SHORE were reported sold out that day.....

TONY THE TIGER and Amtrak: Kellogg's cereals in Jan began the advertising campaign by which a free child's Amtrak ticket good for any trip including a roundtrip if accompanied by an adult, can be obtained with 3 box tops from Kellogg's Corn Flakes, Raisin Bran or Frosted Flakes. Big color ads with "Tony the Tiger" in an Amtrak P30-type engine (see illustration) appear nationwide in newspapers. The campaign will undoubtedly do a lot to boost Amtrak ridership. But a Dept. of Health, Education and Welfare official, Lee Richardson, head of the Office of Consumer Affairs, criticized Amtrak as the ad campaign began, in a letter which read: "We ask you to consider whether parents will be able to save enough money on reduced fares to cover the cost of dental bills incurred by the sugar-coated cereal their children ingest." At issue was the cereal Frosted Flakes. Amtrak replied that "We're railroaders. We're in the business of promoting rail passenger service. We're not nutritionists. We're not in a position to pass judgment on any cereal", and Amtrak noted that Kellogg's had decided which cereals to use in the promotion. A Kellogg spokesman defended the nutritional value of the flakes..... THE NEW TRAIN from Sacramento to San Diego (yes, it is to run thru to San Diego) should get started at the April timetable change, Amtrak said. Amtrak wants to have electrified sleepers ready for the Amfleet overnight run, and the sleeper would run only as far south as L.A. The two trains are to meet in San Luis Obispo and sit there an hour to allow a contractor to service the toilets on both consists simultaneously. The state reportedly wants a Spanish name for the train, such as EL PACIFICO. To which an Amtrak wag suggested EL LARKO..... THE RETURN OF the CHAMPION reportedly will be Feb 2. On Feb 15 the MONTREALER is supposed to be Amfleeted..... A TORONTO-BOUND GO Train apparently went thru a frozen switch in Etobicoke and sideswiped an CN train headed for Windsor, at evening rush hour an Dec 9. Eleven people out of 200 on the GO Train were injured, one seriously, and a CN steward on the other train, which carried 240, received a broken arm. Shredded aluminum from the lightweight GO Train was strewn along the tracks..... RENO FUN TRAIN, the first of the season, left Oakland CA on Friday the 13th in January. Consist was 2 SDP40F engines and 12 cars, most of them ex-Santa Fe coaches, about half-filled. Privately chartered car Autoliner 100 was on the rear. There was a dancehall car with live music, and a Travellers Rest car, but no buffet car as in the past. Return of the train the following Sunday was thru a snowstorm in the Sierra..... THE YEAR 1978 is the Year of the Horse in the Oriental calendar--the Iron Horse?..... SPECIAL METROLINER TELEPHONE numbers in the East have been added to give Metroliner passengers first priority in

Amtrak reservation centers. The numbers will appear in telephone directories as they are published, as far west as Ohio.....

FREE MEAL SERVICE is now given to first class passengers on Turboliners between New York and Buffalo via Albany, Amtrak said Jan 9. Meal includes entree, vegetables, salad, and non-alcoholic beverage. Menus change monthly, and now include beef with Burgundy sauce, noodles and sweet peppers, or breast of chicken, or club sald for lunch or dinner; for breakfast, chive omelet & Canadian bacon or pancakes & smoked sausage, with beverage..... AMTRAK EXCURSION FARES will take effect on Jan 31 on 21 routes, with up to 46% off regular fares, mostly for roundtrips, until May 25. Routes include the LAKE SHORE, BROADWAY, NATIONAL, Florida trains, MONTREALER & ADIRONDACK, BLUE WATER, Empire Service, Chicago-St. Louis, SAN DIEGANS, Chicago-Seattle trains, CARDINAL, and PANAMA..... PULLMAN-STANDARD STRIKE was reportedly settled in mid-Jan in the passenger car division, but at the same time the freight-car division walkout began, and reportedly the passenger workers are honoring the freight-car workers' picket lines..... LATE NEWS FLASH: The Esquimalt & Nanaimo Railway's RDC service has been granted a stay of execution until after Jun 30 (see p. 4)..... THE SERVICE CUTS on the Toronto-North Bay route have been postponed until after Jan 30..... ILLINOIS CENTRAL GULF Chairman Stanley E. G. Hillman was appointed trustee of the bankrupt Milwaukee Road on Jan 17.....

SECRETARY OF TRANSPORTATION Brock Adams told railroad officials Jan 18 that the government is not interested in nationalization or creation of more Conrails among shaky Midwestern railroads..... THE ILLINOIS ZEPHYR, train 348, on Jan 17 struck and killed a BN employee who was building a fence between tracks for commuter safety at the station in west suburban Western Springs IL..... LAKE SHORE LIMITED train 49 detoured over N&W (former Nickel Plate) tracks Cleveland-Toledo Jan 14, due to a Conrail freight derailment in Ohio. The train, due Chicago 2:55pm Jan 14, arrived 1:55am Jan 15..... THE PANAMA LIMITED train 58 detoured from New Orleans to Baton Rouge to Hammond LA on Jan 15 due to an ICG freight derailment at Ponchatoula LA..... ICG FREIGHT DERAILMENT at Chebanse IL Jan 15 caused the PANAMA LIMITED train 59 to be scheduled for a detour Chicago-Carbondale via St. Louis. However, engine trouble in Chicago caused the train to leave at 6:45pm instead of 4:20. Another minor derailment near Joliet IL stopped the train enroute to St. Louis, and it backed up to Chicago Union Station where at 8:45 it received new train orders and proceeded on regular route to Kankakee--the first derailment had been cleared by then. Meanwhile, the ILLINI train 381, originally planned to run all the way to Carbondale carrying students returning to school, was stopped at Kankakee and passengers bused to Gilman IL, where they boarded the SHAWNEE train 392, which turned and went back to Carbondale. The SHAWNEE's passengers were bused to Kankakee and then on to Chicago on the ILLINI equipment.....

AMTRAK OBSERVATION CAR "Wingate Brook" was not sold at the recent Amtrak car auction. An Amtrak man told RTN's Paul Rayton that the car was not intended for sale, but would be held for the next auction, whenever that might be.....

THE SOUTHWEST LIMITED has had Seligman AZ added as a regular passenger stop. Formerly it was only to change the engine crew. The eastbound stop is at 6am, and westbound at 12:22am. Tickets can bebought from the conductor.....

AMTRAK TOUR CENTER in NY's Penn Station now sells Amtrak jackets, nickties and scarfs. The Wall Street Journal said on its front page recently that Amtrak had made a profit of $8 on sale of its 1977 calendars. They were trying to be critical of the "deficit-ridden" Amtrak, but making money on calendars is not the point of them. How many corporations make money on their promotional calendars?.....

THE SNOWMOBILE TRAIN--probably a first: Arcticat Enterprises arranged for a trainload of 300 snowmobilers to travel on the Michigan Northern Railway from Comstock Park (Grand Rapids) to Cadillac MI on Jan 6-8. A commercial filmmaker recorded the event. The trip was a success even tho the train left 5½ hrs late (at 11:15pm) due to frozen pipes in cars. The consist was Michigan Northern engines 1554, 1617 (RS3's), & 1501 (RS2); Algoma Central heater car 76; AC cars 440 & 442 coaches, 511 coach bar, 441 coach, & Boyne Valley coaches 406 & 404, plus 14 flat cars for the snowmobiles.....

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(Like one of those diamond-lane railways.)

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